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號一十第千九百九千一第

HONGKONG, THURSDAY, NOVEMBER 11, 1909.

第九十一年九百九千一第

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and
House of Commons.



BANK SHROFF CHARGED WITH STEALING.

Ng Ki Sui, alias Wu Tse Shie, a shroff in the employ of the Hongkong and Shanghai Banking Corporation, was charged, before Mr. E. R. Halifax, at the Magistracy, this afternoon, with stealing \$200.

Detective Sergeant Appleton conducted the prosecution; Mr. Giddis watched the case on behalf of the bank and Mr. Leo, D'Almeida defended.

Detective Sergeant Appleton said that the owner of the passbook had sent a friend to deposit \$200 at the bank. He did so and then put the book in his pocket without looking at it. After going to several other places he returned and handed the pass-book to the owner who, after looking at it said that he had not put the money in the bank. He replied that he had and immediately returned to the bank and accused defendant of stealing the money. Evidence was called and the case was adjourned.

FIRE BRIGADE COMPETITION.

Prizes Presented by the Governor.

On Wednesday afternoon the annual competition and inspection of the Government Fire Brigade took place at the Central Station comp and in the presence of His Excellency Sir Frederick Lugard, who was attended by Captain P. M. Taylor, A.D.C., Hon. Mr. F. J. Baderley, Captain Superintendent of Police, Captain F. W. Lyons, Mr. P. P. J. Woodhouse and Superintendent Lane. There were also a number of spectators present.

All the available units, hose and escapes, were brought into action and the men went through the several competitions, with despatch box, hose and reel, hydrant and escape ladder, with efficiency. Fireman Cooper won the prize in the despatch box competition while three divisions entered for the shield presented by the Hongkong and Kowloon Wharf and Godown Company, the competition for this trophy taking the form of escape and ladder drill as well as an exhibition of fire saving. The divisions were in charge of Foreman Grant, J. Watt and Mr. Sullivan, the shield being won by Fireman Grant's division for the third time. In this competition the escape ladders were run up to the second and third floors of the Station, and when a fireman reached the top he descended with a dummy, another dashed up after him with hose ready for action.

His Excellency the Governor presented the prizes at the conclusion of the competition and as the recipients came forward they were each accorded hearty cheers. Fireman Grant was presented with a handsome silver cup, and several of the Chinese firemen received money prizes.

A TRADE MARK CASE.

Alleged Infringement.

The case was mentioned in the Supreme Court this morning before the Acting Chief Justice (Mr. W. Rees Davies), in which Edward Kemp and others, trading as Lannon and Kemp, of New York, seek to obtain an injunction against the Kwong Sang Firm, of 240, Des Voeux Road Central, Hongkong, their servants or agents, from selling or exposing for sale, or procuring to be sold, any Florida water bearing the label annexed to the claim or any other label so contrived or expressed by colourable imitation or otherwise, to represent or lead to believe that the Florida water sold by defendants was the Florida water manufactured and sold by plaintiffs. Sir Henry Gurney, K.C., and Mr. E. J. Dwyer were for plaintiffs, and Mr. M. W. Slade for defendants. The case is to be heard before a special jury.

His Lordship said he understood that Mr. Slade was suffering from a severe cold, which made it impossible for him to control his voice that day. That being so, he proposed to ask, if the other side agreed, that the case stand over until to-morrow. Sir Henry Gurney expressed regret at Mr. Slade's indisposition and agreed to the adjournment of the case. He suggested, however, that it would be for the convenience of the jury called all of whom were business men, if the case were called and the jury empanelled.

His Lordship - The Registrar gives me certain information which appears to be correct, that the case should be called to-morrow. Sir Henry Gurney - As your Lordship places the case is accordingly to come on at 10.30 a.m. to-morrow.

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Collection in aid of the Organ Fund. Hongkong, November 8, 1909. 1399

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Hongkong, January 27, 1908.

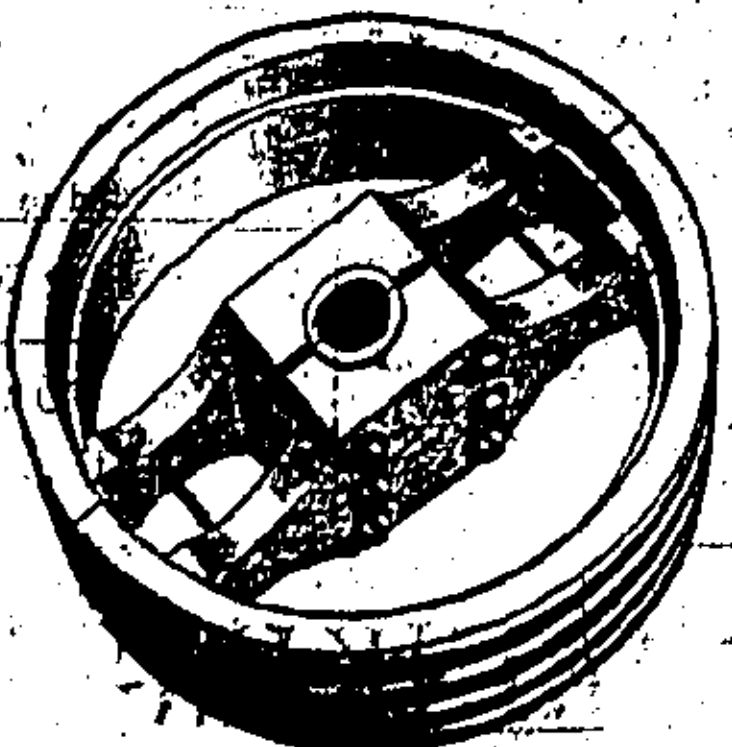
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E. DISSEL,
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**ADMINISTRATIVE COUNCIL OF
THE MACAO NAVAL STATION.****NOTICE**

IT IS HEREBY NOTICED that the
Administrative Council of the Macao
Naval Station will call for Sale by
PUBLIC AUCTION at MACAO on the
25th day of November, 1909, at 10 a.m.,
a VESSEL of 150 tons displacement
now lying in the inner Harbour of Macao,
lately in the Portuguese Navy, and known
as the 'Gambet' (Rio-Lima).

Intending purchasers of the said Vessel
are required to deposit a sum of \$1,000
(One Thousand Dollars) with the Under-
signed on board the Portuguese cutter
'Barrica de Amalia' at Hongkong on or
before the 24th day of November,
1909, and on presentation of the receipt
they will be entitled to bid at the aforesaid
Public Auction. All deposits will be re-
turned to unsuccessful bidders.

The conditions of the Public Auction are
printed on board the Portuguese cutter
'Barrica de Amalia' at Hongkong and also at
Macao on board the late gunboat 'Rio Lima'
and may be seen at any time by prospective
purchasers.

The Vessel may be examined at Macao
from this date, and on the 23rd day of
November, 1909, from 10 to 3 p.m., the
vessel will be under steam to provide to
intending purchasers an opportunity of
testing the Machinery.

ADMINISTRATIVE COUNCIL OF
THE MACAO NAVAL STATION.
Hon. Sec. and Treasurer.

Hongkong, November 1, 1909. 1398

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Hongkong, August 2, 1909. 977

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MITSUBI BUSHAN KAISHA

Hongkong, October 9, 1909.

1012107 1943

OUR LONDON LETTER

(From Our Own Correspondent.)

London, October 13.

I called you a few days ago a brief report
on the authority of the Birmingham Post as
to rumours in official circles that negotia-
tions were afoot, on the initiative of Japan,
for an alliance between Japan and China.
The statement in that journal continued:-

"A similar report was to be heard in the
Spring, but the relations between the two
countries were subsequently strained by the
dispute over the building of the double line
for the Mukden railway. The amicable
manner in which that dispute was settled
appears to have prepared the way, however,
for the resumption of negotiations, in
which the Japanese have taken the initiative
throughout. If these should come to fruition
it will indicate the existence of a very
different spirit, especially in China, to that
which prevailed not long since, and which
promised to render any idea of such an
alliance impossible."

Three years ago the Tokyo correspon-
dent of a leading London journal recorded
that "an extraordinary feature, amid the
reform movement in China, and the growth
of the anti-foreign spirit, is the fact that
there stands out prominently a feeling of
deep antipathy to Japan and the Japanese.
This has become so pronounced that the
leading papers here are hinting in no
unmistakable terms what may happen if
China does not show a more conciliatory
disposition." But those who have been
closely watching the development of affairs
in the Far East only wondered at the time
that Tokyo should be surprised, for at the
beginning of 1905 Captain Truppel, the
German Governor of Kiaochow, who was
just then in Berlin on leave, made a
striking statement to the same effect
in regard to the relations, both actual
and possible, between China and Japan.
China, he declared, was being
rapidly transformed, and at no distant date
would give startling proofs of that trans-
formation, but the only "yellow peril" was
one which already existed, and being a
commercial understanding between China
and Japan. He added, however, that an
actual alliance, either commercial or political,
between China and Japan was impos-
sible, because each detested the other with
equal strength.

A shipping correspondent to whom I ap-
plied for some comments on the withdrawal
of the Norddeutscher Lloyd from the
coastal service in the Levant and in China
sent me the following:- "This news from
Bremen is no surprise to shipping circles,
for neither in the Far nor the Near East is
there business for the number of German
vessels engaged in trade, so that this with-
drawal of the Norddeutscher ships will
tend to relieve the Teutonic depression.
On the China coast the German competition
in shipping has been especially overdone,
for after the acquisition of Kiaochow the
German companies set themselves out
to extend German commerce on broad
lines. Long credit was given by Ger-
man manufacturers and the terms were
so favourable that a great deal of com-
merce was necessary to carry the goods to Shang-
hai and further, so the Norddeutscher
Lloyd both built and acquired new
steamers. They cut into the Yangtze
Kiang business with very unhappy results.
Here the trade was practically in the
hands of Butterfield and Swire, Jardine
Matheson, and the China Merchants.
The two first-named concerns are British and
the third is Chinese. On the conclusion
of the war with Russia the Japanese also
appeared on the Yangtze with the result
that Butterfield and Swire, Jardine
Matheson, and the China Merchants
combined to beat the newcomers out of the busi-
ness. The withdrawal of the N.D.L. service
is calculated to assist the China coasting
trade, therefore, towards a state of com-
parative prosperity, it is certainly in a poor
way just now. The revival for which the
German preparations were made has not
taken place, and with 'China for the
Chinese' as a serious national movement
there will probably be very little left in it
for any foreigner when it does take place."

A good deal of this is doubtless ancient
history to many of your readers, but I give
it without alteration as the point of view of
the London shipping man.

There is keen competition in the Near
East between German and British shipping
and railway concessionaires, backed by
their respective diplomates to extract favours
from the new Turkish Government. Since
the successful resolution British influence
has ousted the German advisers and the
chief shipping plan that was going to be
British. A smaller one is now ripening
and the Germans are anxious lest it too
should find its way to the British. This is
the service on the Golden Horn at present
run by the Chirket, Harish Company.
Up to now this company has been purely
Turkish, with the ex-Sultan as principal
shareholder. Our British yards built most
of the ships, through French builders got
one or two of the contracts. New British
interests are to be involved in the com-
pany and the Cologne Gazette regretfully
comments that "doubtless the new
company intended for the company will be
built in England."

If it is found that Turkey means to run
an extensive railway service in Asia Minor
and British capital is likely to get a look in
there also, though it will take some years
to complete, the German Bagdad Road
as a competitor, get enough out of the
company to make their enterprise pay.

Intimations.

**SANITARY BOARD OFFICE,
HONGKONG.****OWNERS OF DOMESTIC BUILDINGS.**

TAKE NOTICE that under No. 5 of the
DOMESTIC CLEANLINESS AND LIMEWASHING
BYE-LAWS (as amended), every Domestic Building or part of
such building within the EASTERN
Division of the City of Victoria
and the EASTERN Division of Kowloon
occupied by Members of more than one
family except those within the European Re-
servation or in Kowloon South of Austin
Road or those parts of a domestic build-
ing used as a shop, office or godown, must
be CLEANED and LIMEWASHED
THROUGHOUT by the Owners during the
months of October and November.

N.B.—The word "throughout" used in
this notice means that the houses should be
limewashed in respect of all the Walls of
each Room, all cubicle partitions, Stair
Case and Stair Linings, all Ceilings and
the Underneath of Floors in Main
Buildings, Offices and Servants' Quarters
and inclusive of Verandahs.

The Backyard must have its Containing
Walls limewashed up to the level of the
First Floor.

Carved, Painted or Polished Woodwork
in good condition, however, need not be
limewashed but must be Cleaned.

The Eastern Division of the City is bound-
ed on the West by Gilman Street and Peel
Street, Kowloon is divided into the Eastern
and Western divisions by Robinson Road
and a straight line drawn from the North
thence through the Tsimshui service
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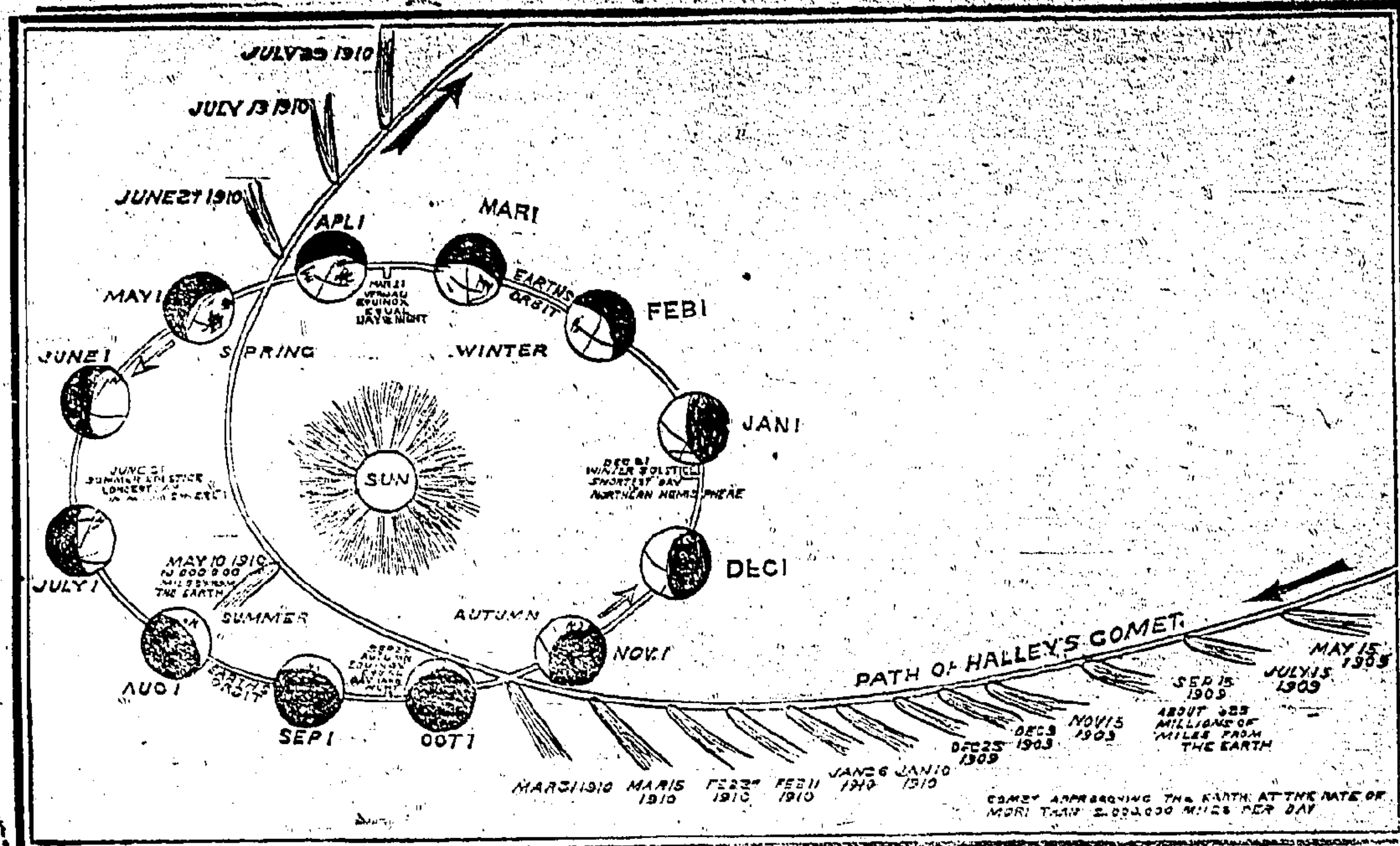
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THE COURSE OF THE APPROACHING COMET: THE RELATIVE MOTIONS OF HALLEY'S COMET AND THE EARTH FROM MAY 15, 1909, TO JULY 1, 1910.



Those interested in matters astronomical are eagerly awaiting the arrival of Halley's Comet. It has been sighted by Professor Wolf, at the Konigsberg Observatory at Heidelberg, at Greenwich and Cambridge, and photographs of it have already been taken. The period of its greatest brilliancy will be towards the end of next May, when it will be within about ten million miles of the earth. It will then be visible to the naked eye. Our diagram shows the path of the comet in its relation to the earth's orbit. It should be noted that the points in the diagram where it enters and leaves the earth's orbit are not really its nearest approaches to the earth, although they appear to be so. The comet's position on May 15 shown in the diagram is the point where it is nearest to the earth.

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THE COMING COMET.

By an Astronomer.

Halley's Comet has now come within the range of astronomical photography, and in the course of a few weeks it will be a conspicuous object in our heavens.

This comet takes about seventy-six years in which to travel its elliptical path around the sun. Halley, who was second Astronomer Royal, first traced its orbit and set forth the time taken to traverse it, and that under circumstances constituting one of the most interesting chapters in astronomical annals.

Sir Isaac Newton, having set forth the law of gravitation and demonstrated that by its operation the planets move around the sun in elliptical paths, set himself to explain the motions of comets. A great comet appearing in 1680, he availed himself of all the observations made of that body, and of other similar bodies recorded in earlier times, and calculated this comet's path, showing that it moved in a long ellipse. At the same time he showed that it was possible not only for a body to move in a path of ellipse form, but also along a parabolic curve. In other words, that it might come from an infinite distance on the one side, pass round the focus, and pass off to an infinite distance on the other side, and so never return. Thus some comets move in a closed path and some in an open one.

Halley then set himself to gather all the reliable records of such comets as had been carefully observed and to apply to them the Newtonian theory. The result was that he set forth the paths of some twenty-four of these heavenly bodies.

HALLEY'S INVESTIGATIONS.

In 1682 a large comet appeared, and Halley at once investigated its phenomena and inquired into its history. In so doing he found it to be very similar, both in appearance and in the orbit along which it travelled, to a comet which had appeared in 1607, and to another which had appeared in 1531. It therefore seemed to him probable that these three comets were one and the same body. This hypothesis he tested in every way at his command, and, assured in his own mind, he predicted its return about the year 1758. Knowing that he himself would have passed away long before that time, he wrote: "Wherefore if it should return, according to our prediction, about the year 1758, I would not be so presumptuous as to expect to see it." On Christmas Eve, 1758, the comet was detected, and was the one at its nearest to the earth on the 12th of March. No wonder the name of this great astronomer has been given to this comet. It appeared again in 1835, and is at this very time rushing once more into visibility.

Let it not be supposed that the calculation of a comet's path is at all an easy matter. It is not simply a question of the attractive power of the sun. Many other considerations have to be taken into account. As a comet passes through the solar system it is exposed to attractive forces on every side. Take this comet. It journeys beyond Jupiter and Saturn and Uranus almost to the orbit of Neptune. Halley failed to take these disturbing influences into account. But as the time for the comet's return drew near other astronomers carefully recomputed the path, and, possessing improved methods, made due allowance for the attractive forces exercised by the planets Jupiter and Saturn. Clairaut estimated that the comet would be retarded by Jupiter 818 days and by Saturn 100 days, and fixed the time of nearest approach to the sun, called the perihelion, about the middle of April 1759. This calculation was only a month out. It is noticeable that this astronomer stated that a comet travelled as far into space as it might be subject to disturbances from some planet too remote to be perceived. At that time neither Uranus nor Neptune had been discovered.

THE COMET APPEARS IN B.C. XII.
There are many records of this appearance of this comet. One of these was in B.C. 12, in the reign of the great Augustus. Another was in A.D. 68, shortly before the destruction of Jerusalem, and was regarded as a grave portent. It was very conspicuous also in the reign of Justinian, A.D. 531. The Bayeux tapestry preserves a quaint representation of its appearance in 1066, when it filled the minds of the people with superstitious dread.

It seems as though it has become a thorn of some of its early splendour, but in all probability it will form a conspicuous object in our late winter sky. If so, it will be a matter for general gratulation. The youth and early manhood of this generation, indeed all on the younger side of forty, have never seen a large comet. In the last century there were five of the very largest to be seen. These were the comets of 1611, 1643, 1658, 1681 and 1682. The last, however, was not so distinct as the earlier four and did not rise in these latitudes until after midnight, but it was a glorious sight in the southern hemisphere. The comet of 1811 was perhaps the largest comet ever observed; that of 1843 was remarkable for the rapidity of its movement and for the closeness of its approach to the sun; that of 1858 for three months was one of the most magnificent of cometary displays; while that of 1861 is famous for the suddenness of its appearance, and for the fact that the earth passed through the coma of this superb comet.

This leads to the remark that the substance of a comet must be of the most tenuous kind. The great 1858 comet, known as Donati's, passed between the earth and the noticeable brightness of the comet's nucleus, and yet very near to the nucleus. The writer remembers it well, and that the star under the observation of the telescope.

observed, as Donati's Comet came between the earth and a cluster of very minute stars only to be seen by a powerful telescope, that it made no difference in their brilliancy.

We have shown, or so observations as to the effect of the passing of the nucleus of a large comet between the stars and our earth. In that case there would be no doubt of light refraction, even if not partial or total eclipsing of such stellar light.

WHAT COMETS ARE MADE OF.
The spectrum shows that comets consist of hydrocarbons. Now the heat, to which comets are exposed if the time of perihelion must be beyond all human conception. Newton calculated that the 1680 comet actually grazed the sun's surface, coming within half a million miles of its centre, and that its temperature must have been 3,000 times that of red-hot iron. In the same way the temperature of the comet of 1843 must have been raised to a heat in which the most infusible substances of earth would have been vaporized. Accordingly, as a comet approaches the sun the hydrocarbons break up into free carbon; and as there is no air and this free carbon cannot burn into gas, it exists in the form of incandescent particles of an infinitesimal size. These particles are so fine that the mechanical pressure of the solar light (a force only recently understood), far exceeding the sun's gravitational pull, repels the cometary matter, and so forms the tail.

Such is the mechanical pressure of light that a particle of cometary matter of one-half the weight which sunlight can balance would travel at the rate of 855,000 miles an hour. Of course, the fact must not be overlooked that the comet is not passing through an atmosphere. The etheric medium is imponderable and there is nothing to sweep the tail in the direction of motion. Understanding these things we are no longer surprised that Newton's comet in 1680 should have emitted in two days a tail 20,000,000 leagues in length. Accordingly, the matter of the tail is continually being drawn from the nucleus so long as the comet remains sufficiently near to the sun; and, being finally dissipated, to that extent the cometary bulk is lessened. May we now, then, say that every return to the sun marks a definite abbreviation of a comet's life? This mode of formation at once explains how it is that a comet's tail is always turned away from the sun, flowing behind the nucleus as the comet approaches the sun, then springing clear round and streaming before into those depths of space out of which it came.

It will thus be seen that whatever may be the weight of the comet's nucleus, which seems to be made up of lumps of solid substances held loosely together, as a whole, and subject to vaporisation by the action of the sun's heat, the weight of the tail is altogether inappreciable. The consequence is that while a comet's motion may be seriously affected by planetary attraction, the planets themselves are absolutely unaffected by comets. In spite of the existence of hundreds of thousands of cometary bodies travelling in all directions, most of them invisible to the naked eye, they are the cause of no planetary disturbance. In this we have a guarantee for the stability of the solar system.

PASSION PLAY AT OBERAM-MERGAU 1910.
Extensive arrangements are being made for next year's representations of the Oberammergau Passion Play, which takes place every ten years. The building will be the same as in 1900, and the new play-house will accommodate 4000 persons. A committee has selected the following players: Director of the Plays, Mr. Ludwig Lang, who managed the Passion Play in 1900; Stage Manager and Herod, Mr. Hans Mayer, who formerly personated Jesus Christ; Prologue Reciter, Mr. Anton Lechner; Leader of the Chorus, Mr. Jakob Rutz; Christ, Mr. Anton Lang, who in 1900 personated the Saviour; John, Mr. Albrecht Bihling; Peter, Mr. Andreas Lang, who in 1900 acted the Rabbi; Judas, Mr. Johann Zwick; Caiaphas, Mr. Gregor Dreischnitz; Annas, Mr. Sebastian Lang; Pilate, Mr. Sebastian Bannier; Nathaniel, Mr. Raphael Brehm; Mary, Miss Odille Zwick; Mary Magdalene, Miss Marie Mayer; Rahab, Mr. Wilhelm Rutz; Joseph of Arimathea, Mr. Peter Randl, who formerly represented John; Nicodemus, Wilhelm Lang; Esau, Mr. Sebastian Behner.

The performances take place on the following dates: 11th, 18th, 22nd, and 29th of May; 5th, 12th, 18th, 19th, 24th, 29th, and 29th of June; 6th, 10th, 17th, 23rd, 24th, 27th, and 31st of July; 3rd, 5th, 10th, 14th, 17th, 21st, 24th, 28th and 31st of August; 4th, 8th, 11th, 18th and 20th of September, and on each occasion will last from 8 a.m. until 6 p.m., with two hours interval. There will also be supplemental representations, if the attendance should justify this.

The following firms have been appointed Official Agents of the Passion Play Committee: Norddeutscher Lloyd, Bremen; Waldeburger Union, Berlin; Thos Cook and Son, London; Messrs. Schenker and Co., Munich.

HAVE MONEY BY BUYING CHAMBERLAIN'S COUGH REMEDY.
YOU will pay just as much for a bottle of Chamberlain's Cough Remedy as for any other kind of cough remedy, but you save money by buying it. The saving is in what you get, not what you pay. The sure cure you get by buying it. You get a bottle of Chamberlain's Cough Remedy when you buy it, and you get results when you "try it out" by all the good and true.

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HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, November 11, 1909.
At 100 cents per Dollar American.

Butcher Meat.

Best mutton and prime cut-Mat Hong P...	20
Corned-Ham Ngau Yuk	20
Roast-Sheep	20
Breast-Ngau Lam	18
Scap-Tong Yuk	15
Steak-Ngau Yuk Pa	20
Cutong Ngau Eas Strick	3
Sausages-Ngau Chang	25
Bullock's Brains	10
Tongue-Fresh-Ngau Yi	50
Corned-Ham Ngau Yi	60
Head-Ngau Tau	13
Heart-Ngau Sun	18
Scap-Ngau Kerk	18
Kidney-Ngau Yit	10
Tail-Ngau Mei	18
Liver-Ngau Con	12
Tripe (untrimmed)-Ngau To	5
Alves Head & Feet-Ngau-chai-hau-hak, set \$1.00	
Mutton Chop-Young Fat Kwai	10
Leg-Young Fat	22
Shoulder-Young Fat	22
Pigs Chitling-Chi chong	2
Brails-Chi Know	2
Feet-Chi Kerk	12
Fry-Chi Chak	25
Head-Chi Tau	18
Heart-Chi Sun	8
Kidney-Chi Yit	10
Liver-Chi Con	12
Pork Chop-Chi Fat Kwai	21
Corned-Ham Chai Yuk	24
Leg-Chi Fat	18
Fat or Lard-Chi Yau	18
Sheep's Head and Feet-Young Tau Kerk set	8
Heart-Young Sun	8
Kidney-Young Yit	9
Liver-Young Con	14
Smoking Pig-To Order-Chi Chai	22
Suet-Beef-Sang Ngau Yau	20
Mutton-Sang Young Yau	22
Veal-Ngau Chai Yuk	20
Sausage-Ngau Chai Chok	20

肉食

猪扒	20
猪头肉	20
猪心	20
猪肺	20
猪肚	20
猪腰	20
猪尾	20
猪脚	20
猪骨	20
猪皮	20
猪鬃	20
猪毛	20
猪油	20
猪屎	20
猪尿	20
猪粪	20
猪血	20
猪胆	20
猪胃	20
猪肠	20
猪膀胱	20
猪子宫	20
猪卵巢	20
猪睾丸	20
猪阴茎	20
猪阴囊	20
猪包皮	20
猪龟头	20
猪尿道	20
猪肛门	20
猪直肠	20
猪结肠	20
猪小肠	20
猪十二指肠	20
猪胰脏	20
猪脾脏	20
猪肝脏	20
猪胆囊	20
猪胆管	20
猪胃管	20
猪食管	20
猪气管	20
猪支气管	20
猪肺管	20
猪心脏	20
猪主动脉	20
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Chocolate Caramels.
Peppermint Creams.
Butter Toffee.
Assorted Sweets.
Cocoanut Squares.
Peppermint Lumps.
Walnut Toffee.
Assorted Caramels.

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CHINA MAIL, LIMITED.

MEMOS FOR TO-MORROW.

Auctions.

11 a.m.—Auction of Stock-in-Trade of
City of Paris Dressmaking and Mil-
linery Establishment.
2.30 p.m.—Auction of Household Furni-
ture at No. 7, Gurney Terrace, Gran-
ville Road, Kowloon.

Meeting.

2.15 p.m.—Meeting of His Majesty's
Justices of the Peace at the Magistracy
Amusements.
9 p.m.—Performance at City Hall.

General Memoranda.

SATURDAY, November 13.—
2.30 p.m.—Auction of Household Furni-
ture at No. 7, Gurney Terrace, Gran-
ville Road, Kowloon.

MONDAY, November 15.—
9 p.m.—Concert in the Volunteer Drill
Hall.

TUESDAY, November 16.—
2.30 p.m.—Auction of Household Furni-
ture at No. 7, Des Voeux Villas (No.
24, the Peak).

FRIDAY, November 19.—
5.30 p.m.—Organ Recital at St. Peter's
Church, West Point.

The China Mail.

HONGKONG, THURSDAY, Nov. 11, 1909.

THE CHINESE COSTUME.

THE PRINCE REGENT has announced that
henceforth when he receives the Foreign
Ministers Plenipotentiary in audience
he will be attired in military uniform.
For such an immemorial empire as
China, encircled in conservatism seven
times thick, this change is almost as
startling as that effected in Japan over
forty years ago, when the sacrosanct
Mikado came from behind the shelter of
the curtain which had hitherto screened
his form from the sight of ordinary men
and received the foreign diplomats
face to face. But the changing into
foreign clothing is not the only thing
which the Prince Regent is con-
templating. Urged thereto by his
brother, Prince Tsai Tiao, he talks of
cutting his queue, just as the Japanese
abandoned their *chonmage* when they
made up their minds to adopt western
fashions. Naturally these sartorial
changes contemplated by the Court
are arousing a good deal of comment
throughout the length and breadth of
China, for a whisper has gone abroad
that the PRINCE REGENT intends to issue
an Edict enjoining the changes upon
all the inhabitants of the Middle
Kingdom as soon as the Empress
Dowager's remains have been finally
laid to rest.

With regard to the queue we have
nothing to say in its defence. It is
to be hoped that the Volunteer Camp in
the New Territories next week will be
favoured with fine weather.

The Princess in the beginning of their
wedding; it has served its turn
and might well go. But in regard to
the other and more weighty matter we
rather hope that the PRINCE REGENT
will not do anything quite so rash as
Peking gossip hints at, for if there is
any one thing which history teaches
with no uncertain voice it is that a
nation resents most acutely any sar-
trary interference by its rulers in
affairs of domestic economy and, more
particularly in matters affecting cos-
tume and clothing. The PRINCE RE-
GENT himself is rather inclined to
hesitate, we gather, from taking the
great plunge, though his brother is
doing his best, backed by their mother,
the dowager Princess Chun, to urge
him on. Prince Tsai Tiao argues
that the queue is unsanitary, and
provokes the derision of foreigners,
while he contends that the late
EMPEROR was heartily in favour of
this and the costume reform. The
wishes of the dead carry great
weight in China, the living regarding
them as oracles which must be obeyed,
so it is therefore not surprising that
the PRINCE REGENT looks favourably
upon the project. But, as a Chinese
correspondent of the *North China*
Daily News points out, he is also
of opinion that the reform could not
be hastily decided upon as it involves
a change in the institutions laid down
by the Imperial Ancestors, while he
also fears that the people have not
attained sufficient enlightenment and
education to submit to the contem-
plated change. Therein he is undoubt-
edly right. Even in Japan the Court
found it advisable not to push the
change in dress arbitrarily. It set the
example, that was all, and so to-day
while we see many thousands of Ja-
panese men and women attired in the
habits of the West, the great ma-
jority of the nation retain the old na-
tional style of dress.

To our way of thinking it would
be deplorable if China were to be
ordered to abandon wholesale the
costume which we have all come
to look upon as essentially belonging
to the sons of Han. It is dignified,
hygienic and suitable, which cannot
be said of the clothes which foreigners
have condemned themselves to wear.
What more completely impressive
figure is presented to-day than that of
a Chinese gentleman or official clothed
in the garments of his rank and
station, and what a very different
spectacle he cuts when he changes
into the unsightly garments of the
West. There are a thousand other
reforms which the PRINCE REGENT
could profitably employ his time in
instituting and duly carrying into
assured execution, reforms which
must be undertaken if China is to
emerge with honour from her present
cloud of troubles, so this question of
clothes can very well be left in abeyance
till weightier things have been dis-
charged. If the nation feels that
sartorial changes are necessary they will
come along without any violent effort
on the part of the Powers, in Peking.
If the Prince Regent prefers to don
on ceremonial occasions, a stiff military
uniform after the pattern of the Occi-
dent, if he garbs his soldiers, sailors and
police in raiment of western cut, all
well and good, but he will be making
a most stupendous blunder if he seeks
to change the garments of the whole
nation by one fell swoop of the vermi-
lion pencil. The tremendous facilities
of Nippon, who sought the applause of
the theatre and the circus by donning the
buskin and driving chariot-races while
the Roman empire was drifting towards
sartorial and interecine strife, would
have to pale their ineffectual fires before
the insane reforms now suggested by
Prince Tsai Tiao and half-heartedly
smiled upon by the PRINCE REGENT.
Let the queue go, by all means, but
China should retain her national dress.

The drop in the temperature and the
fine drizzle of rain which set in this forenoon
was anything but pleasant for the troops
going under canvas at Stonewall. It is
to be hoped that the Volunteer Camp in
the New Territories next week will be
favoured with fine weather.

A FASHIONABLE WEDDING.

Pastor-Dennys.

An extremely pretty wedding was
celebrated at St. John's Cathedral this
afternoon, when Miss Alexander Norman
Parsons, R.E., daughter of Mr. R. C. Par-
sons, of Waiwan, was wedded to Miss
Florence Gertrude Dennys, daughter of
Mr. H. L. Dennys, formerly Crown Solicitor
and President of the Hongkong Law
Society, and Mrs. Dennys, of Craig Rynie,
the Peak, Hongkong. The ceremony was
attended by a large gathering of invited
guests, thoroughly representative of the
Cathedral of considerable brilliancy,
the bridegroom being in uniform and the
congregation including a considerable
military element.

His Excellency the Governor was unable
to be present at the wedding owing to a
meeting of the Legislative Council, but he
sent his Aide de Camp to represent him.
The Right Rev. the Bishop of Victoria
(Dr. Lande) officiated, and he was assisted
by the Rev. F. T. Johnson and the Rev.
Dennis, chaplain to the forces.

The bridesmaids were the Misses
Phoebe, Iris and Dionys May, while Miss
Vivienne Dennys and Master William Potts
were the train bearers. Mr. John Crook-
enden, of the Buffs Regiment, was "best
man."

The bride's dress was of very soft French
satin, made in princess fashion, and trim-
med with beautiful hand embroidery in
shades of ivory silk. The very graceful
Waistcoat train was caught to the waist with
large embroidered buttons, and the long
tight fitting sleeves of open tucked tulle
and the pretty turned-down collar were
both the latest Parisian ideas. The dress
was beautifully made by Madame Flint.
The lovely old Malines lace veil which the
bride wore, was lent by Mrs. Edwards.
The bride carried a beautiful white shawl
bouquet tied with broad satin ribbons, and
for her only ornament, she wore a pendant
of pearl given her by the bridegroom.
The wedding ring was, we understand,
made by a brother officer of the bride-
groom.

The bridesmaids' pretty frocks were
made of Japanese silk gauze with a blue
satin stripe over white satin, and on their
heads they wore guipure lace caps, with
wide wings of the same lace. They carried
delicate bouquets of pink roses. The
bridegroom wore a white tuxedo, and the
best man wore a white tuxedo. The
bridegroom presented the bridesmaids with gold sham-
rock brooches with jade centres, and the
small boy with a pin to correspond.

The service was fully choral. Mr. Den-
nis, who acted as organist, and playing the
Wedding March from "Lohengrin."

The hymns were, "O Father all creating
and O perfect Love."

Mrs. Dennys' bouquet was of red roses,
tied with green ribbons to match her gown.
All the bouquets were supplied by Miss
Fairall.

As the newly-wedded couple emerged
from the sacred building they passed under
an arch of steel formed by the swords of
the bridegroom's fellow officers.
Subsequent to the ceremony a reception
was held at Craig Rynie at which there
was a large gathering of guests, and where
the numerous and costly presents were
displayed.

The bride's going away dress was of pale
pink cloth with touches of brown, and with
a hat en suite.

LIST OF PRESENTS.
The bride's gift to the bridegroom was a
set of gold and jade studs and links and a
miniature, while the bridegroom presented
the bride with a beautiful pearl pendant, a
jade and gold bracelet and a jade and gold
chain.

Mrs. Walsingham, Silver pin box, Hon. Mr.
H. E. Compston, Silver vase, Mr. D.
Dennis, Silver bowl, Mr. Ho Koon Tong,
Travelling clock, Mr. and Mrs. Stubb, Silver
mounted bamboo powder box, Mr. G. W.
Orme, Roll of silk, Mr. Hartnell Baines,
Silver vase, Colonel Wood, Mrs. Dunn, Silver
cigar case, Mr. Walker, Silver vase, Mr.
P. P. Jones, Silver rose bowl,
Colonel and Mrs. Lambert and Miss Lard,
Colonel and Mrs. J. R. M.
Smith, Silver tea table cloth, Mr.
and Mrs. Shilton Hooper, Chinese porce-
lain bowl, Colonel and Mrs. Chalmers, R.A.,
Silver tea caddy, Mr. Wong Hing, Cheque,
Mr. and the Misses Wilkinson, Silver
inkstand, Mr. and Mrs. Patrick Jones,
Silver enameled comb, Mrs. Lyon, Silver
hair pin box, Hon. Mr. P. J. and Mrs.
Badeley, Silver photograph frame,
Colonel W. B. Lander, A.P.D., Silver
dessert knives and forks, Mr. F. E.
L. Bowley, Ivory shoe horn and paper
knife, Mr. and Mrs. Lawrence Gibbs,
Sandalwood box, Mr. P. J. and Mrs.
H. L. O. Garrett and Mr. V. R.
Kilman, Crest stand, Mr. and Mrs. A.
Turner, Almond dishes, Mrs. Basil Taylor,
Silver powder box, Mr. J. R. Wood, Silver
tissue, Mr. O. D. Macbourn, Drawn thread
table cloth, Mr. and Mrs. P. J. and Mrs.
Hutton Potts, Silver hat pin stand,
The Misses Potts, Silver button hook,
Mr. Grant Smith, Silver vase, Mr. and
Mrs. Edkins, Gold and rattle bangle, Mr.
and Mrs. Allen Dennys (Peking).

WEDDING AT ST. JOHN'S
CATHEDRAL.

Atkins-Hopwar.

A very attractive wedding took place to-
day at St. John's Cathedral, the attracting
parties being Miss Gertrude Elizabeth
Hopwar, daughter of Mr. and Mrs. A.
Hopwar, of Hongkong, and Mr. Charles
Henry Atkins, son of Mr. Henry Atkins,
Sergeant-Major, A.S.C., Woolwich. The
officiating clergyman was the Rev. F. T.
Johnson, M.A.

The reception took place at the King
Edward Hotel and a large gathering of
relations and friends were present.
The presents were numerous and costly
and after a very pleasant gathering the
happy pair left by the S.S. Tai Tai to spend
their honeymoon in Macao.

SIR FRANCIS H. MAY'S
KNIGHTHOOD.

Compliments by the Governor.

At the meeting of the Legislative Council
this afternoon, compliments were extended
to Sir Francis Henry May on his recent
Knighthood.

After the reading of the minutes of the
last meeting, His Excellency the Governor
(Sir F. D. Lugard) said:—Before proceed-
ing with the business of the day I propose
to read to the Council a telegram which I
have received from the Secretary of State
it is as follows:—

"It gives me much pleasure to inform
you that His Majesty has been graciously
pleased to approve of conferring the
Commander of St. Michael and St. George
on Mr. May (Applause).
This news has already been made public
in the Press, but I take this opportunity
of reading this telegram to the Council in
order that I may place on the records of
the Legislative Council of Hongkong the
fact that the oldest son, I believe, of
the oldest member with one exception, of
the Council here present, has been awarded
this honour by His Gracious Majesty. And
as it is now that I voice the feelings of every
member of this Council and of the Colony
alike when I say that we think no honour
that has been conferred on this occasion
by the King in any part of the Empire has
been more better deserved than the one we
are taking note of today (Applause).
Sir Francis H. May, Sir, I beg to
express my appreciation of the terms in
which you have been good enough to refer
to the honour that has been conferred
upon me.

NEWS OF THE DAY.

The appearance of the killed Camer-
onians on the streets to-day attracted a
good deal of attention among the Chinese
population.

Among the passengers to arrive in the
Colony by the English Mail this afternoon
were—Lady Fyrench, Archdeacon Moule
and Mrs. Moule.

The Cameron Highlanders, we under-
stand, have arranged a very full bill of
football and other diversions during their
ten days' stay in Hongkong.

The condition of various parts of the
harbour to-day showed that Hongkong, as
soon as she has money to spare, had better
invest in an incinerator to dispose of the
city's rubbish.

As was expected Chang Chin-tung, the
incorruptible, died a poor man. Less than
a thousand dollars in cash was found at his
death, while one bank has since sent in a
claim for the recovery of a loan of several
thousands of taels.

In answer to a correspondent we may
say that the *China Mail* published on Sep-
tember 14 the news of the firing of the
date of the late Empress Dowager's
funeral. It was contained in a special
telegram from Peking, dated September
13, and came through the admirably correct
Wah Tat Yat Po service.

Two joint owners were fined \$25 each,
at the Magistrate's today, one for having
in his possession a quantity of dynamite
and the other for having several revolvers
in his possession. Descriptive arguement
presented twenty-one gamblers
from No. 230 Hollywood Road and the first
two were fined \$100 each and the remainder
\$4 each except one defendant who did not
appear and his bail of \$10 was forfeited. A
native was sentenced to six months' im-
prisonment and six hours' stocks for re-
turning from banishment, while a native
who made a quantity of clothing and other
articles from 81 Egin Road, Kowloon, was
sent to prison for six weeks. A sentence
of six hours' stocks and twelve strokes was
imposed on a native by Mr. E. R. Halliday
for snatching a gold ear pick from a woman
in the *Wah Tat Yat Po* service.

JAPANESE ARMY
MANOEUVRES.

Tokyo, November 11.

The grand military manoeuvres in the
north-eastern provinces of Japan com-
menced on the 4th inst., nearly one
hundred thousand troops being engaged.

H.I.M. the Emperor and Lord Ki-
shener left Tokyo on the 6th inst., to
inspect the manoeuvres, which conclude
with a grand review.

CHINESE CADETS ENTER
JAPANESE NAVY.

Tokyo, November 11.

Eight Chinese naval cadets have
been admitted to study in the Gunnery
School of the Japanese Navy. This is
the first instance of Chinese cadets
being allowed to enter the Japanese
Navy.

ANGLO-JAPANESE ELEC-
TRIC COMPANY.

Tokyo, November 11.

The Anglo-Japanese Water-power
Electricity Company has decided to
begin operations in accordance with
the original plans. The general out-
lines of the Company's business have
already been settled, and only the
minor regulations remain to be drawn
up by the people in charge.

HONGKONG'S SYMPATHY
WITH JAPAN.

At the meeting of the Legislative Council

this afternoon, His Excellency the
Governor (Sir F. D. Lugard) said:—I have
to inform the Council that immediately on
receipt of the news of the dastardly out-
rage upon which one of the foremost states-
men of Japan was deprived of his life at
the hands of an assassin I telegraphed the
sympathy of this Colony with our ally in
their great loss, and I received in reply
the following telegram from His Majesty's
Ambassador in Tokyo:—"The Japanese
Government desires me to convey to you
their deep gratitude for your message of
sympathy respecting the lamented death
of Prince Ito."

THE LATE MR. CALTHROP.

Reference in the Supreme Court.

In the presence of a large gathering of
members of the legal profession reference
was this morning made, in the Supreme
Court, to the sad death of Mr. H. G.
Calthrop, a late member of the local Bar.
The barristers present were:—Hon. Mr.
W. A. Hazeland (Attorney General), Sir
Henry Berkeley, K.C., Hon. Dr. Ho Kai,
Messrs M. W. Slade, Eldon Potter, G. C.
Alabaster, and J. W. Orr.

The Puisne Judge (Mr. Justice Gompertz)
sat with the Acting Chief Justice (Hon. Mr.
W. Ross Davies, K.C.).

The acting Chief Justice said:—Mr. At-
torney-General, Before proceeding to the business
of the Court I feel assured it will be
consonant with the feelings of the legal
profession as a whole that I should
state how sincere is our grief at the sad and
untimely death of Mr. Calthrop. He had
practised at this Bar for some five years,
and he combined the qualities of a sound
lawyer with those of a conscientious and
fearless advocate. In private life Mr.
Calthrop made many friends. He was a
most genial companion. Of an unassum-
ing disposition, he was possessed of a most
kindly heart. His death is keenly felt by
the profession and I am assured our regret
is shared by the community as a whole.

Hon. Attorney General—My Lord, on
behalf of the Bar I beg to endorse the
sentiments which have just fallen from
your Lordship's lips. When the sad
news in respect of the tragic death
of Mr. Calthrop was received on
Saturday morning the announcement came
as a terrible shock not only to the members
of the profession but also to the community
at large. And I am sure I am expressing
the ideas of every member of the Bar here
present when I state that by his untimely
death the Bar has lost a bright ornament
and we individually have lost a kind and
genial friend.

TO BE FORTIFIED

London, November 11.

Reuter's Washington correspondent
telegraphs that a joint board of Army
and Navy officers has been appointed
to visit the Panama Canal to study the
means for fortifying the new highway.

A COLONIAL BOARD.

Peking, November 11.

It is said that Prince Su will be
appointed President of the Colonial
Board and Tang Shao-yi, Vice-
president.

THE STATE FUNERAL.

Peking, November 11.

The funeral procession of the late
Empress-Dowager was even more
gorgeous than that of the late Emperor.
Several thousand officials and students
kneelt outside the East Gate, lining
each side of the road, as the process-
ion passed.

GROUP QUICKLY CURED.

A FEW doses of Chamberlain's Cough

Remedy brings surprising results
when a child shows symptoms of croup.
There is no cause for alarm when this
medicine is in the house, as it rarely takes
more than three or four doses to bring
about a complete cure. It has never failed
even in the most severe and dangerous
cases. For sale by all chemists and store-
keepers.

MARTELL'S
BRANDY.THE
BEST COGNAC BRANDY IN
THE WORLD.

Hospitals use Martell's Brandy in preference

to any other.

SOLE AGENTS:

H. Price & Co., Ltd.,

Wine Merchants.

Telephone No. 185.

12, Queen's Road Central.

12, Queen's Road Central.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leaves	Connecting Steamers	Due	Due
to	HONGKONG	from Colombo to	MARSEILLES	PLYMOUTH
Colombo		(Brindisi)	(Brindisi)	(1 day later)
Steamer	1 p.m. Sat'day	Steamer	Friday	Friday
ABADIA.....7000	Feb. 5	MANTUA.....10000	March 5	March 11
ABADIA.....7000	Feb. 19	CHINA.....8000	March 19	March 25
DELTA.....8000	March 5	MALWA.....10000	April 2	April 8
MACE DONIA 10500	March 19	(Through steamer	April 18	April 23
		calling at Bombay)		
DEVANHA.....9000	April 2	MONGOLIA.....10000	April 30	May 6
ABADIA.....7000	April 16	MARMOIRA.....10000	May 14	May 20
DELTA.....8000	April 30	MOOREA.....10000	May 28	June 3
DELHI.....8000	May 14	MOULTAN.....10000	June 12	June 18

Passengers change steamers at Colombo, and those for BRINDISI transfer also to
the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved for
Hongkong or at time of booking.FARES TO LONDON (Including Surtax):
1st Saloon.....£71.10 Single. £106.14 Return.
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leaves	Due
HONGKONG	LONDON	
SYRIA.....6500	January 28	March 12
SUMATRA.....4500	February 9	March 23
NYANZA.....6700	February 23	April 9
SUNDA.....4570	March 23	May 7
MALTA.....6080	April 30	June 4
SARDINIA.....5570	May 4	June 18
NORSE.....6700	May 18	July 2

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Surtax):
1st Saloon.....£38.10 Single. £57.4 Return.
2nd ".....£23.10 " £34.4 "

* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWETT,

PORTLAND & ASIATIC S.S. CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To Sail
SELJA.....4450	OLAF LIE.....	About November 25th.	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

S. SILVERSTONE, Agent.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.HONGKONG—SOUTH CHINA
COAST PORTS.HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having
splendid Accommodation for First-Class Passengers. Electric Light and First-
Class Cuisine.

STEAMSHIP	For	Leaving
HAIYANG.....	AMOY & FOCHOW.	SATURDAY, 13th
Capt. A.E. Hodgins		Nov., at Noon.
HAINUN.....	SWATOW.	SATURDAY, 13th
Capt. J.W. Evans		Nov., at 6 p.m.
HAIHONG.....	SWATOW, AMOY & FOCHOW.	TUESDAY, 16th
Captain Passmore		Nov., at 10 a.m.

For the convenience of Passengers, Steamers will arrive at, and
depart from, the Company's Wharf (near Blake Pier).For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.

Hongkong, November 17, 1909.

THE EASTERN & AUSTRALIAN
MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	Arrive Hongkong	Leave Hongkong
FROM AUSTRALIA	FOR AUSTRALIA	
EMPIRE.....	Nov. 16.	8th Dec., at Noon.
EASTERN.....	Dec. 11.	5th Jan., at Noon.
ALDENHAM.....	Dec. 11.	2nd Feb., at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply toGIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 9, 1909.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI.....	2540	W. R. Almond	Manila	SATURDAY, Nov. 13, at Noon.
SAFIR.....	2540	R. Rogers	Manila	SATURDAY, Nov. 20, at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers.

Shipping.

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.

S.S. 'MACEDONIA,'

10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, via BOMBAY,WILL leave Hongkong on MARCH 19th, 1910, staying
at Bombay 24 hours only and is due to arrive at:-
MARSEILLES.....April 16th.
LONDON.....April 23rd.FARES TO LONDON:-
1st Saloon.....£71.10 Single. £106.14 Return.
2nd ".....£48.8 " £72.12 "For further Particulars apply to
E. A. HEWETT, Superintendent.

Hongkong, August 16, 1909.

MEXICAN DIRECT LINE.

TO MANZANILLO, MAZATLAN AND GUAYMAS, MEXICO,
via MOJI, JAPAN.The S.S. PERSIA, 9500 tons, Capt. A. LOCKETT,
will be despatched for the above ports on the 16th NOVEMBER.
Connecting at Guaymas with the Southern R.R., at Mazatlan with the Cananea, Yagui
River and Pacific R.R., and at Manzanillo with the MEXICAN NATIONAL LINES,
for all the principal places in Mexico and points beyond.
The steamer is fitted throughout with electric light, and will carry Saloon, Second-
class and Steerage passengers. For further information and rates for Passage and
Freight apply toTHE HONG KONG & SHANGHAI S.S. CO.,
37, DES VUEX ROAD CENTRAL,
Hongkong, November 8, 1909.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS
BANKERS, etc.

HEAD OFFICE:- LUDGATE CIRCUS, LONDON, E.C.

SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS
of 1910.Head Office for the Far East:
16, DES VUEX ROAD, HONGKONG.
Branch Office:
15, WATER STREET, YOKOHAMA.

Hongkong, April 4, 1908.

GREAT NORTHERN
STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Capt. Thos. W. GARLAND. FRIDAY, 4th
February, 1910.
Calling at Manila, P.I. Westbound and quitting Shanghai Eastbound.Direct connections at Seattle with Great Northern and Northern
Pacific Railways for all points in the United States and Canada; also with
Atlantic Steamship Lines for all points in Great Britain and on the Con-
tinent. Direct connection at Hong Kong for Manila, Straits Settlements,
Java, India, London and Paris.LUXURIOUS PASSENGER ACCOMMODATIONS—Saloon and Steerage
(all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Tele-
phones, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For transportation of country produce, passengers' baggage are interchangeable with
regular mail lines between Japan, China and Hong Kong.For full information regarding freight or passage apply to
NIPPON YUSEN KAISHA, Agents.

NAVIGAZIONE GENERALE ITALIANA.

FRANCESCO & ROBERTO VITTORE COMPAGNIE.
STEAM FOR BOMBAY.
Via SINGAPORE AND PENANG.Having connection with Company's Mail
Steamers to Port Said, Messina,
Naples, Leghorn and Genoa, also
various and Trieste, all Mediterranean
Ports, and to the Red Sea and
Suez Canal, and to the Indian Ocean.
(Taking Cargo at through rates to PERIM,
Gulf and Aden, also BANGALORE,
VALPARAISO, ALICANTE, AZORES and
MALAGA).THE Steamship
CAPRI.
Captain Dini, will be despatched as above
on FRIDAY, the 12th inst., at Noon.
For further particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, November 4, 1909.

'SHIRE' LINE OF STEAMERS,
LIMITED.

FOR LONDON, HULL & ANTWERP.

THE Steamship
BRECONSHIRE.
Captain TOMLINSON, will be despatched
as above on 26th inst.
For Freight or Passage apply toJARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, November 1, 1909.

Shipping.

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.FOR
STRAIT, OCEAN, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.THE Steamship DEVANHA, Captain
H. POWELL, carrying His Majesty's
Mails, will be despatched from this
for BOMBAY, etc., with Passengers
and Mails, on SATURDAY, the 13th
Nov. 1909, at Noon, taking Passengers and
Cargo for the above ports, in connection
with the Company's Steamship Mace Donia
10,511 tons, from Colombo, Passengers
accommodation in which vessel is secured
before departure from Hongkong.
Silk and Valuable, all Cargo for France,
and to London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding to Marseilles and
London. Passengers for London, etc., will
be conveyed by Bombay by the R.M.S.
Persia, due in London on the 27th De-
cember, 1909.Passengers will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, November 1, 1909.

AUSTRIAN NAVIGATION
COMPANY.STEAM FOR
VIENNA AND TRIESTE Direct, Calling at
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN,
SUZUKI AND PORT SAID.(Taking Cargo at through rates to the
Baltic, Adriatic, etc., (Rail & Sea).
Steam, Rail, Motor, Vehicle and
Automobile Ports).THE Company's Steamship
CHINA.
Captain BERNARDINI, will be despatched
as above on or about the 24th inst.This Steamer has capital accommodation
for passengers, Electric Light, and
carries a Doctor.For information as to Passage and
Freight, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, November 1, 1909.

CANADIAN PACIFIC
RAILWAY CO.

FOR VANCOUVER

THE Steamship
KUMERIC.From Hongkong, on
Thursday, 18th November,for VANCOUVER, via JAPAN
PORTS.To be followed by the
AYMERIE.....18th December.
SUYERIC.....13th January.
OCEANO.....10th February.Bills of Lading issued to Victoria, Van-
couver and Overland Points in Canada and
the United States, also West Indies.For further information regarding rates
of freight, etc., apply to
CANADIAN PACIFIC
RAILWAY CO.,
HONGKONG.

Hongkong, November 8, 1909.

A RABLE
STATION

SOUTHERN FORMOSA.

With Woodcuts.

Price.....30 cents.

To be had at the CHINA MAIL Office.

CHRISTIANITY W.C.T.U.

INTRODUCING INTO CHINA

Baptized from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office,
5, WYNDHAM STREET.

Price.....30 Cents.

THE NEW FRENCH REMEDY.

THERAPION

This powerful purifying remedy, used in continental
hospitals by Doctors, Nurses, etc., is a
valuable medicine for all ailments, and
is a remarkably short time, often a few days only,
removes all impurities from the blood, and
restores the system to its normal state, and
eliminates all poisons from the body.THERAPION No. 1
THERAPION No. 2
THERAPION No. 3THERAPION No. 4
THERAPION No. 5
THERAPION No. 6THERAPION No. 7
THERAPION No. 8
THERAPION No. 9THERAPION No. 10
THERAPION No. 11
THERAPION No. 12

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE,
via DAIRIN.

WINTER SCHEDULE.

(Effective from Oct. 28, 1909.)
THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of sleeping
equipped Sleeping, Dining and 1st Class Cars, operated between Dairin and Changchun
in connection with the Trans-Siberian Express Trains and with the Dairin-Shanghai
Direct Steamer Service by the S.S. 'Kobe Maru' and 'Saikio Maru' (2,477 tons each)
as follows:-

NORTH-BOUND.

Shanghai (Steamer)	Leave	Thursday	Saturday	Sunday
Dairin (")	12.00 a.m.	Saturday	Monday	Tuesday
Mukden (")	6.40 p.m.	"	"	"
Changchun (")	10.10 p.m.	"	"	"
Harbin (")	1.30 a.m.	"	"	"
Harbin (")	5.30 a.m.	"	"	"

Connecting at Harbin with
State Express for Moscow. Wagon-Lite Express for St. Petersburg.

SOUTH-BOUND.

Changchun	11.55 a.m.	Thursday	Monday	Tuesday
Mukden	6.40 p.m.	Wednesday	Friday	Saturday
Dairin	10.00 p.m.	Thursday	Monday	Tuesday
Shanghai (Steamer)	1.30 a.m.	Friday	Tuesday	Wednesday

Connecting at Harbin with
State Express for Moscow. Wagon-Lite Express for St. Petersburg.

* Russian Train time is 23 minutes earlier than S. M. R. time.

TICKET AGENTS:-The Company's railway and steamer tickets are obtain-
able at all the Agencies of the International Sleeping Car & Express Trains Co. and
Messageries Maritimes, Yokohama, Japan, and at the Dairin-Shanghai
Direct Steamer Service by the S.S. 'Kobe Maru' and 'Saikio Maru' (2,477 tons each)
as follows:-

FUSION COAL.

Fresh stocks always on hand at Dairin and Nodong. Depot.
SOUTH MANCHURIA RAILWAY COMPANY, Dairin.
Tel. Add.: 'Mantelau' Codes: A.P.C. 5th Ed., A.I. & Lieber's

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.THE Co.'s Steamship Kiangning having
arrived from the above Ports, Con-
signees of cargo by her are hereby informed
that their goods will be delivered from
along.Cargo impeding the discharge or re-
maining on board after 4 p.m. the 10th
inst. will be landed at Consignees' risk
and expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, November 8, 1909.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU,
JAPAN & SHANGHAI.CONSIGNEES OF CARGO per Steamship
YAMATO MARU.This above mentioned steamer having
arrived from the above Ports, Con-
signees of cargo are hereby notified to
send in their Bills of Lading for
consignment, and to take immediate
delivery of cargo from along.Cargo impeding the discharge of the vessel
will be landed at Consignees' risk
and expense.No Fire Insurance will be effected.
All cargo undelivered on TUESDAY,
November 16th, at Noon, will be subject
to sale.All chartered and otherwise damaged cargo
will be examined at the above Ports.
Bills of Lading will be countersigned by
S. SILVERSTONE, Agent.

Hongkong, November 8, 1909.

'BARBER' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP SHIMOSA.

FROM NEW YORK.

CONSIGNEES OF CARGO are hereby
informed that all goods are being
landed at their risk into the Godowns of
the Hongkong and Shanghai Wharves and
Godowns Co., Ltd., at Kowloon, whence
and/or from the Wharves delivery may be
obtained.No Claims will be admitted after the
goods have left the Godowns, and all Goods
remaining undelivered after the 11th inst.
will be subject to sale.All Claims against the Steamer must be
presented to the Underwriters on or before
the 20th inst., or they will not be re-
sponsible.All Broken, Charred, and Damaged Goods
are to be left in the Godowns, where they
will be examined on TUESDAY, the 11th
inst., at 3 p.m.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, November 4, 1909.

SECOND EDITION.

HISTORY OF THE CHINESE

HONGKONG DOCKS.

